

Honolulu Star-Bulletin

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EDITOR

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In this wild world the fondest and the best
—Sophocles.

THE BOLL-WORM EXPEDITION

Governor Pinkham's inability to see the way for the Territory to finance an African expedition for a boll-worm parasite is indeed cause for genuine regret. According to all indications cotton furnishes one of the most promising of the diversified crops—if freed from the boll-worm pest.

It is manifest, however, that as between the Mediterranean fruit fly and the boll worm, the fight against the former should have precedence. The fruit fly campaign is well under way, and it must be continued not alone for the commercial welfare of Hawaii, but as a measure of protection for the Pacific Coast. We are as much interested in preventing the pest from reaching California as the Coast state is to head it off.

In times of financial stress many desirable things have to be put off. Or else we have to look in other directions to secure the where-withal.

This paper is informed that the review of the cotton situation has brought from men holding large areas of land a letter in which these owners state their belief that, freed from the boll worm, cotton could be made a more profitable crop than sugar on certain lands under their control.

Now these same interests have accumulated considerable fortunes from sugar in the past.

What could be a better monument to men or interests than a private expedition financed by and in the name of these men or interests, the whole purpose being to guarantee a new industry and give the small producer a better chance to make a good living in Hawaii?

Fifteen thousand dollars is not such a very large sum to put out in the form of a very practical enterprise.

FLYING AROUND THE WORLD

The number of fatalities that have occurred of late, among bird-men in the heavier-than-air flying machines, makes one stop to consider, or at least attempt to estimate, where it is all going to end. The ever-increasing toll of death clearly shows that the element of safety, which every plane manufacturer and every aviator is trying to establish, is lagging far in the rear of other successes scored in the operation of the aeroplane.

And the worst is yet to come!

Plans have been perfected for an aviation "meet" that will be of tremendous importance and interest. This is the proposed race of aircraft around the globe. The proposition is to start from San Francisco at an appointed date during the Panama-Pacific exposition in 1915, travel an easterly course, passing by the shortest possible route to New York, then on to Belle Isle, thence to a point on Greenland and on to Iceland; another spurt taking the contestants via the Hebrides to Edinburgh, through the principal cities of Europe, leaving St. Petersburg, to follow the trans-Siberian railway to Vladivostok. Japan is next in line; and from there to Kamchatka, planning a direct course for the Aleutian islands, thence by stages down the Pacific coast to the point of beginning.

Circling the globe in an aeroplane is not, theoretically, or as mapped out on paper, such a stupendous undertaking for one thoroughly versed in the art of air navigation. The longest stretch of open water to be crossed is about six hundred miles—from Greenland to Iceland, and the next longest is from Iceland to the Hebrides, 570 miles. Other stretches vary from 50 to 200 miles.

Ninety days is the time limit set for the completion of the course, and the aviator finishing in the best time will be rewarded with a fortune of \$200,000. There are other prizes in proportionate amounts.

It has been clearly shown at this date that there will be no lack of contestants, for the money inducements will attract a large field. This will certainly be the most thrilling spectacle the world has yet witnessed. The bait will tempt many who will not be competent to make the journey, and others will attempt it in ill-constructed planes, and there will surely be considerable falling by the wayside and without doubt some falling from the air.

If that element of "safety" has not been advanced to a greater

at present manifest, one can but wonder, "What will the harvest be?"

LOOK INTO SUGAR AGAIN

Many in Hawaii have been under the impression that Cuban sugar interests have been behind the movement for free sugar. Perhaps some of them have been helping on the reduction as Cuban costs of production are very low when compared with American beet and cane sugar.

It appears, however, that not all of the Cuban producers are in favor of the full-fledged free sugar program that is now under way. A letter to the New York Journal of Commerce from R. B. Hawley, president of the Cuban-American Sugar Company, shows that at least one very large Cuban interest has no desire to see the American sugar industry destroyed in order that non-American producers may make a little more money. Mr. Hawley's letter, addressed to the editor of the Journal of Commerce, reads as follows:

Sir: I protest against a recent article in its entirety as misleading in every point. There is no doubt of the paper's good faith, but an intelligent and responsible journal should be reasonably sure of the facts before presenting them to its confiding readers.

It is unimportant to discuss the question of necessary revenues; that is for the Government to consider and decide, and is a mere matter of policy; but for more than a century of our national life, sugar has borne its proportion of the nation's expense, and today, under the influence, sugar production has grown until all our needs are provided in and about our own shores, and at prices within the reach of the humblest consumer. What you propose now under the bill adopted by the last Congress is to destroy the source of 25 per cent of this supply over a large area of our country and our country's possessions.

In dealing with this matter—speaking for your informants—you say "they assert that the administration cannot afford to take a backward step and acknowledge itself in the wrong after it has so strenuously fought for the free sugar theory." This is a new view of life, is it not? If the administration can be shown that under misinformation and misapprehension of the effects of the "free sugar theory" it will destroy investments exceeding a hundred million dollars and abandon the production of over 500,000 tons of sugar from the present source of supplies, it is probable that the administration would reconsider its action. The proof of the situation that will follow immediately on the adoption of free sugar is at hand, and incontrovertible by an authoritative witness. You say:

"More important than this is the information received here to the effect that the Government has been advised that the Louisiana sugar industry is in a satisfactory condition and has no fear of the situation which it will have to face under the free sugar system. This information was conveyed to Secretary McAdoo during his recent visit to New Orleans, when it was positively stated to him that the business was in good condition and expected to be so."

I cannot controvert the fact that the statement was made to Secretary McAdoo, but the statement was not authentic—it is not true. The cane industry in Louisiana is paralyzed and hopeless under the impending fate of a free sugar schedule. There is not a sugar planter, nor banker, nor merchant in New Orleans who will not promptly confirm this statement and give you unquestionable reasons for the truth of it. This eliminates, at least 250,000 tons of sugar from our present annual supplies.

"Very similar information, it is asserted, was received from beet growing sections. There has been but little complaint from the growers of either kind of sugar since the adoption of the tariff." On the contrary, there has been but little else, and constant preparation on the part of both cane and beet growers for a rehearing for this most important industry before Congress and the administration itself the moment it is opportune to present it.

If the present schedule is persistently maintained it is calculated that a loss of two to three hundred thousand tons of beet sugar will follow; more than half the output of Porto Rico, which this last year was 385,000 tons, and a third to a half of the production of Hawaii. What is to replace the serious loss in supplies? Europe, Java and probably in the end, Cuba. In the meantime the American people are accustomed to sugar in abundance and at low prices; it is today under the existing tariff the lowest food product consumed by the American people.

In view of the foregoing statements, which can be confirmed from every country cited, and every source familiar with the facts, the producer and consumer alike are to be punished, why should not the Government re-examine this question and in the full light of conditions make for the betterment and happiness of all concerned, which embraces every citizen and every home in our country?

Certainly there can be no good reason for granting the request that the sugar situation shall again be canvassed on the basis of facts and present-day conditions. If we are correctly informed, the Washington administration is not unfavorable to a consideration of uncolored facts.

Some of the critics who say to Mr. Wilson, "Why don't you do something in Mexico?" ought to indicate what the president should do.

They'll get the roof on the Peace Palace at The Hague just about in time for the grand opening of the next Balkan war.

"Mistakes mother-in-law for a burglar," says a headline. In view of what happened, was it a mistake?

The report that Huerta has decided to exhibit at San Francisco appears to be premature.

Some of the politicians seem to think it's the

Letters OF TIMELY TOPICS

[The Star-Bulletin invites free and frank discussion in this column on all legitimate subjects of current interest. Communications are constantly received to which no signature is attached. This paper will treat as confidential signatures to letters if the writers so desire, but cannot give space to anonymous communications.]

MR. WEAVER'S APOLOGY.

Editor Honolulu Star-Bulletin, Sir:—It would be interesting if correct, what Deputy County Attorney Weaver says in defense of the board of supervisors relative to the road frontage tax. The delay in starting anything under the acts in question, however, is not due to lack of active interest on the part of the public, as he suggests. From immediately after the approval of the frontage tax measures up to the present time, various improvement clubs, the central committee and other organizations have been agitating for action on the laws, but at the same time awaiting a statement of policy promised early in the game by the chairman of the road committee of the supervisors.

Quite true it is that an initiative is given to taxpayers to set the ball in motion for particular road openings or improvements, as well as the same to the supervisors. Yet an understanding has been lacking from the first as to what, if any, division of the cost of road work under either act should be made between the city and the owners of property benefited. Also, it has remained an open question whether the "districts" should be confined to frontages of the roads desired to be opened or paved, as the case might be, or spread over wider areas of property supposed to be benefited by the particular improvements. This uncertainty regarding the details of operation of the measures have an illustration in the sole instance where taxpayers have taken the initiative, Mr. Weaver having given an opinion to the effect that the petition was not in accordance with the law as its definition of district.

Now, the complaint against the supervisors is twofold, and is not touched by Mr. Weaver's defense of them. In the first place, the "policy" that Chairman Petrie of the road committee promised, at a public meeting of the board, about nine months ago, called to confer with citizens interested on the whole subject, has not been forthcoming. Not only that, but it has been publicly stated without contradiction that, at a recent meeting of the board, the supervisors confessed to a delegation from Kaimuki that the matter "was beyond them."

In the second place, the supervisors went ahead, without regard to the will of the people expressed through the legislature, laying permanent pavement in the business section and building roads in the outer sections; at the sole expense of the city and county at large. It was clearly the intention of the legislature that, after the passage of the laws in question, all road work that came under the classification of permanent should be performed, in whole or in part, at the expense of the property benefited. There was to be a revolution in road making policy, as things had come to such a pass that the old system was universally acknowledged to be inadequate for making Honolulu a modern city with respect to roads. At the same time, being revolutionary and placing new direct burdens of taxation upon property owners, it was exceedingly desirable that the new system should be inaugurated with great care so as not to create such a revulsion of sentiment as would lead to its abandonment before it had fairly got under way. Hence the need of a supervisory policy in harmony with public opinion.

Organizations and individuals agitating the enforcement of the laws have all along stood ready to aid the supervisors in formulating a policy that would give the measures a chance of success, but they have not been met halfway by the supervisors as should have been expected. On the contrary some of the supervisors have steadfastly opposed the taking of any action upon the statutes. Mr. Pacheco is reported to have stated, at a meeting of an improvement club, that "personally he was in favor of the frontage tax, but as a representative of the people he was against it." A strange speech, truly, for one elected upon a platform of acting for the frontage tax.

With regard to the still pending question of division of cost of work already mentioned, it is not surprising that the supervisors are not overwhelmed with petitions of taxpayers to be assessed the entire cost of roads desired, when it is considered that the board has done hundreds of thousands of dollars' worth of work, much of it directly benefiting the more wealthy class of taxpayers, since these measures became law without assessing 1 cent upon the beneficiaries. As Mr. Church and others have shown, the supervisors have had funds in

plenty to have made a magnificent showing of street improvement under the frontage tax laws.

It was the duty of the supervisors, clearly, to have taken the general initiative in enforcing these laws demanded by the people.

Mr. Weaver's special pleading will not hold water.

KAIMUKI.

Editor Honolulu Star-Bulletin,

Sir: I should like to have Mr. John Balch answer a question or two in regard to his letter in last night's Star-Bulletin.

Does he really believe that an "honest, upright and useful citizen" will be found drunk in a disreputable house at 2 o'clock in the morning? How much thought did the murdered man himself give to his wife and child and numerous friends when he went to such a place? Was he any more test to shame than the man who killed him in this same place and who had been a partner with him in his indecencies? How are we going to bring our sons up to be decent men when men—who infest bawdy houses are called by other men "honest, upright and useful citizens?"

MOTHER.

LITTLE INTERVIEWS

—MAYOR FERN: Thank Heaven, All Fools' day comes but once a year.

—H. GOODING FIELD: Public Utilities Commission chairmanship? I have no statement to make in the matter.

—A. J. GIGNOUX: No date has as yet been set for the next hearing in the Public Utilities Commission's investigation of the Inter-Island. It is possible that this may be done at the meeting next Tuesday.

—PAUL SUPER: There would be no end to the benefits derived from a Y. M. C. A. in Hilo. The people of that city have but to organize an association to ascertain the good which it will do in the community.

—M. C. PACHECO: The territorial central Democratic committee will meet Monday evening to reconsider its endorsement of a candidate for the chairmanship of the public utilities commission.

—DEPUTY SHERIFF ROSE: I might be inclined to forget that I hold the office of coroner had it not been for the discovery of a dead man in the harbor today. It has been some time since I have had occasion to act officially in my other capacity.

—CAPTAIN OF DETECTIVES McDUFFIE: For a number of evenings, a careful patrol of Chinatown has been made, and most of the old haunts of the Oriental gambler are now about as bolsterous as an isolated burial ground.

—JOHN H. DREW: We have heard many expressions of pleasure from people who visited the new Matson Navigation steamer Manoa, who are loud in their praise of the superior accommodation possessed by this vessel for passenger traffic between Honolulu and the coast.

—CHAS. K. HOPKINS: I have a hunch that next winter is going to be one of those old-fashioned wet kind that flood the entire Waikiki district. The Pinkham canal reclamation scheme would obviate this danger, as well as bestow many other advantages upon this city.

—JOSHUA D. TUCKER: You should have seen the way they handled me at Kaula last Saturday morning. They handcuffed me, marched me up town and fined me \$2. I never saw the money again. But I got used to that sort of treatment early in my career as a Shriner.

—DR. JOHN W. WADMAN: I am more than pleased with the success of my recent tour of Maui and Hawaii. While the subject pertaining to the work of the Anti-Saloon League was new in many communities, still the meetings which I held were well attended, the audiences manifesting keen interest.

Personal Mention

O. A. BERNDT, is back from a business trip to Hawaii, connected with the internal revenue department.

EUGENE MURPHY of Wailuku.



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Maui, is in Honolulu on a business trip, being registered at the Young Hotel.

MISS HELEN WILDER, who has been spending the summer with friends in Honolulu, will return to her fruit ranch in California on the steamer Lurline April 14.

DAVID K. SHERWOOD, deputy marshal is booked for passage to Hawaii in the Inter-Island steamer Manana Kea, to depart for the Big Island on Saturday.

"So you demanded an apology. Well, and what happened?" "The supply wasn't equal to the demand."

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